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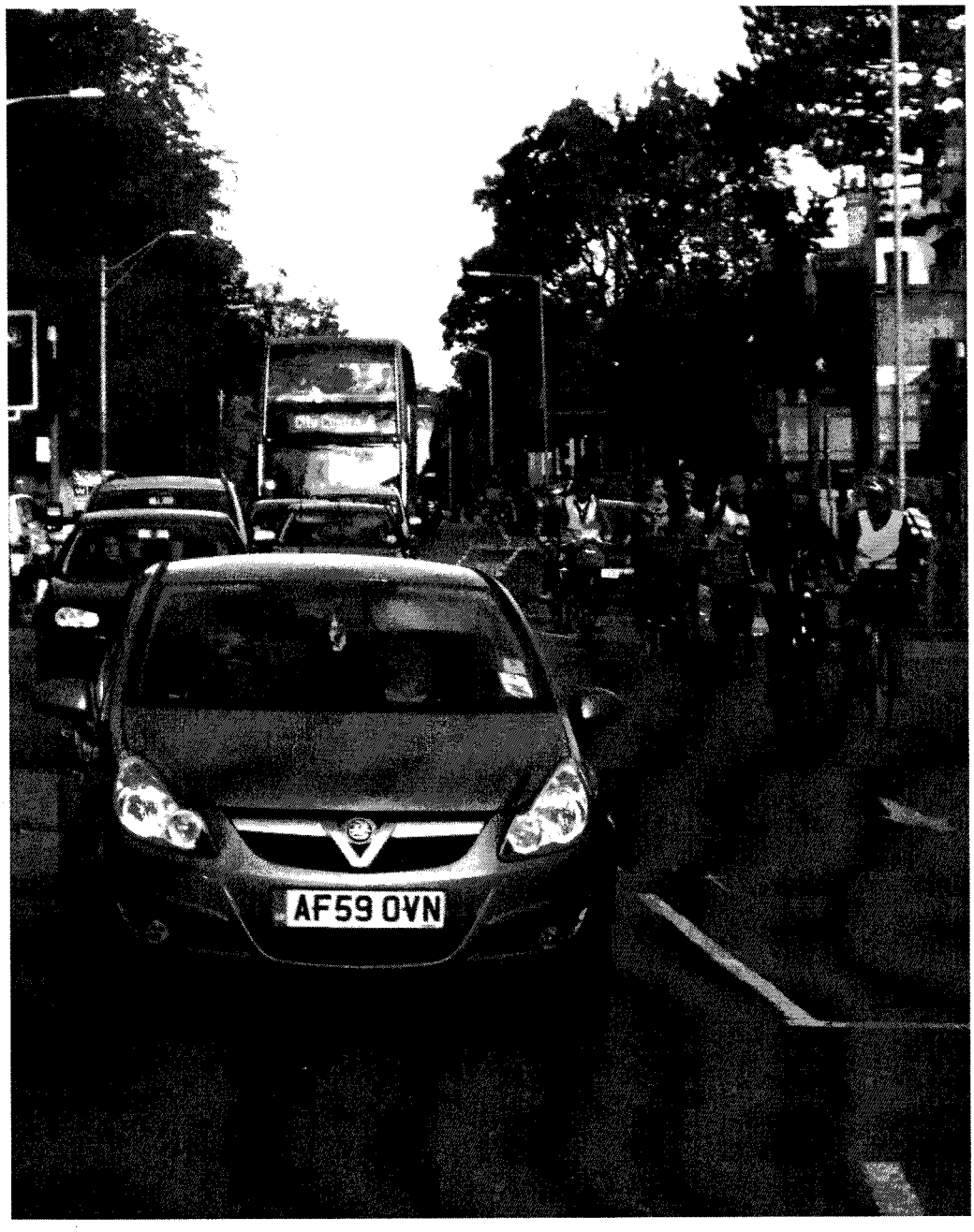

Cambridge's economy depends on investment in cycling

Cycling is the cheapest way to increase capacity of the network.
See pages 4-5.

Cambridge CYCLING Campaign

If you like what you see in this newsletter, add your voice to those of our 1,100 members by joining the Campaign.

Membership costs are low:

£7.50 individual
£3.50 unwaged
£12 household.

For this, you get six newsletters a year, discounts at a large number of bike shops, and you will be supporting our work.

Join now on-line at:
www.camcycle.org.uk/membership

Cambridge Cycling Campaign was set up in 1995 to voice the concerns of cyclists. We are not a cycling club, but an organisation for lobbying and campaigning for the rights of cyclists, and for promoting cycling in and around Cambridge.

Our meetings, open to all, are on the first Tuesday of each month, 7.30 for 8.00pm at the Friends' Meeting House, Jesus Lane, Cambridge.

Elected Committee Members and Trustees 2010-2011

Co-ordinator and Chair of Trustees – Martin Lucas-Smith

Liaison Officer – Jim Chisholm

Membership Secretary and Trustees' Secretary – David Earl

Newsletter Editor – Monica Frisch

Treasurer and Trustees' Treasurer – Chris Dorling

Events Officer – Simon Nuttall

Recruitment Officer – *post vacant*

Press Officer – Robin Heydon

Officers without portfolio – Klaas Brümann, Tess Jones, Vanessa Kelly, Phil Lee, Bev Nicolson and James Woodburn, *post vacant*

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Co-ordinator's comment

What is completely clear is that the planning system has failed to provide an environment that will generate new cyclists in the Bell School area

Planning to get more people cycling?

We recently held an on-site meeting at the Bell School development, to help interested members understand the proposals and to help us formulate our collective view on the planning application for the entranceway.

What is completely clear is that the planning system has failed to provide a cycle-friendly environment around this site. A massive opportunity to improve the area is not being taken up. Instead we see:

- An entranceway location that is so obviously unsuitable that any particular configuration simply will not work in terms of catering for traffic and cyclist needs.
- Compromised (narrow) cycleway through the development from the south end.
- A street link to Addenbrooke's which desperately needs parking removed.
- A missed opportunity to provide Dutch-style provision all the way along Babraham Road in this area. Perhaps some of this can still be achieved.

Location of the proposed new cycle path along the edge of the development on the site of Bell School development.

This whole area of the city is subject to enormous and transformative development. It is very clear that we as a cycling campaign need to increase our efforts in this area very considerably.

The massive amount of new housing should be an opportunity to obtain Dutch-style cycle tracks everywhere. Instead what seems likely is something far short of this.

Parked cars obstructing the link to Addenbrooke's.

Bell School development, location of toucan crossing: a Dutch-style cycleway is needed from this point.

Guided Busway cycleway open

At long last the Guided Busway cycleway has opened, and it is terrific. Except of course for the section that will be flooded for up to a month per year, which will make a key route useless and result in people dangerously cycling on the busway tracks.

Our Committee has been pressing for quite some time for the County to address the issue properly. No motorist would accept a motorway that suddenly breaks in the middle. Cyclists should not be treated as second-class citizens in this way.

We have been making enquiries with various bodies to see what the actual likelihood of flooding is. It appears that the 'month a year' estimate may be pessimistic, but nonetheless the issue remains. In a city full of brains like Cambridge, a solution must be possible.

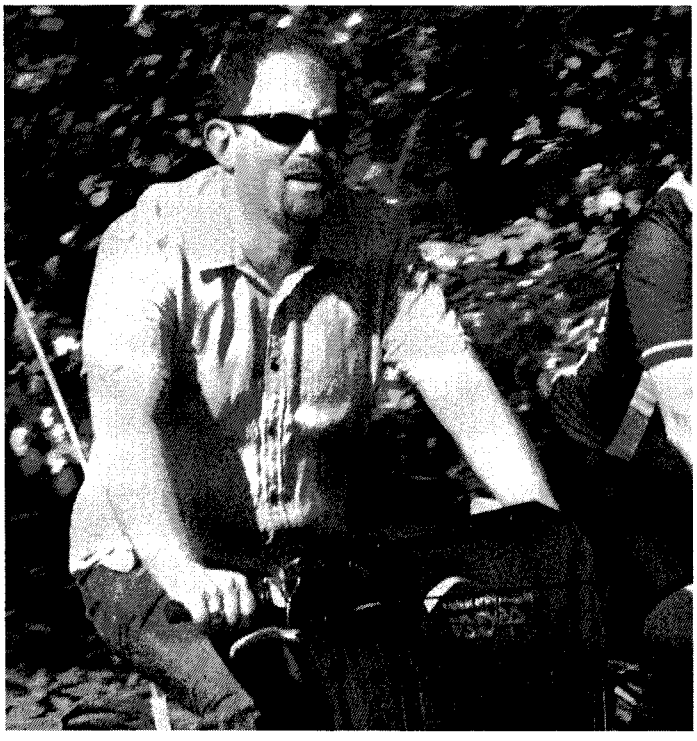
Martin Lucas-Smith, Co-ordinator

Annual General Meeting

This year's Annual General Meeting will be on Tuesday 1 November 2011, 7.30pm for 8pm (ending by 10pm), at the Friends' Meeting House on Jesus Lane. All are very welcome.

The evening will begin with a talk by a guest speaker, followed by an opportunity for questions.

Our speaker this year: Julian Huppert, MP for Cambridge



Dr Julian Huppert taking part in Reach Fair Ride 2011.

We're delighted to announce that our speaker will be Julian Huppert, Cambridge's MP, who will speak on the subject of 'Cycling and transport in Parliament'. (His attendance may be subject to Parliamentary business on the day.)

Julian is a long-standing supporter of cycling, and Chair of the All-Party Parliamentary Cycling Group. He is indeed a member of the Campaign, and has raised cycling issues in Parliament on many occasions and has used every opportunity to push for cycling improvements to national transport policies.

Formal AGM business

The business of the AGM will then follow, including elections to the Committee.

Any motions for the AGM must reach the Co-ordinator via our usual contact details by Sunday 9 October 2011. We will contact all members to give more information on the AGM shortly after.

Minutes of the last AGM will be sent to our members' e-mail list a week in advance, or you can request us to post a paper copy to you.

Elections

The AGM is the time at which a new Committee – the Board of Trustees of the Charity – is elected. The Committee represents the 'front line' of the Campaign. On your behalf, its members assist with consultation responses, attend meetings, and administer aspects of the Campaign, all depending on the time they can spare.

It is an excellent opportunity to become more involved in the Campaign, promote cycling, learn about local government, and thus, we hope, make a real difference to cycling in Cambridge.

All the Committee posts, as listed below, are up for election – please consider standing!

You need to have a proposer who will sign a note of support before the start of the meeting.

The posts are as follows, and are described in more detail on page 13:

- Chair
- Co-ordinator
- Treasurer
- Membership Secretary
- Liaison Officer
- Planning Co-ordinator
- Newsletter Editor
- Events Officer
- Recruitment Officer
- Web and New Media Officer
- Press Officer
- Up to four General Campaigner posts

(The first three posts are also legally the Chair, Secretary and Treasurer of the Charity, respectively.)

The General Campaigner posts are invaluable for the general campaigning work being done, and are a good introduction to involvement in the Committee.

You can find out more about the roles of the Committee members at www.camcycle.org.uk/about/charity/boardoftrustees/

Martin Lucas-Smith

Newsletter survey

We've had a good 100 responses to the survey that we included with the last Newsletter.

If you haven't filled in the survey yet, please do take a few minutes to do so, at:

www.camcycle.org.uk/newsletters/survey/

or we can re-send you a paper copy if you contact us.

We'll report on the results of the survey in the next Newsletter.

While we're at it, if you have any big ideas for our 100th edition, or if you may be able to help with producing newsletters, do get in touch!

Cambridge's economy depends on investment in cycling

Companies will not move to or stay in a city where people cannot move around easily. And this is why cycling is so important to high-tech Cambridge: it lets the city function.

The growth of Cambridge and the health of its economy are absolutely dependent on continued investment in cycling. We don't have direct research to prove it, but when you look at it, it's fairly obvious.

Why Cambridge is dependent on cycling

We all know about the effect of the return to school on traffic jams. Suddenly everything gets a lot worse. But there is only an increase of around 10% in actual car volumes. In other words, Cambridge's transport system is at the edge of gridlock: a few extra vehicles mean many more delays. This is well-established queuing theory. As demand approaches the limit of space in a network, friction increases quickly. Now imagine what would happen if there were tens of thousands of new houses and more centres of employment.

Cambridge is a compact city. And it is a growing one.

The County Council's renewed growth agenda clearly relies on an increase in jobs and housing in Cambridge and its immediate surroundings. Any student of geography will tell you about the effect of high-tech clustering as an important part of Cambridge's success – spreading high-tech industry loosely around the countryside isn't what works. Cambridge itself will surely therefore continue to be the focus of growth, with close inter-firm proximity absolutely key to this.

This means more and more people living and working in Cambridge, and therefore more housing.

Much housing is now being built on the edges of the city, with tens of thousands of dwellings in total projected to be put through the planning system. That is tens of thousands of new people living and working here, and massive demands on an efficient transport network.

These huge developments are dependent on efficient transport, and simply will not work otherwise. The transport modelling for the NIAB site for instance requires 60% walking/cycling share in order to prevent increased problems on the A14. So not only do these developments need to be designed to make cycling the easy choice, but so do the surrounding areas, because people will travel outside the developments.

There would be no economic or social sense in knocking down huge numbers of buildings in Cambridge to make more space for more queuing cars. Therefore the only solution is alternatives to the car if we want to cater for a growing population.

We have often proposed that the County Council undertake computer modelling of a 'no-cycling day'. Most people who cycle in Cambridge have cars – our own membership survey shows this.

Now imagine that tens of thousands of extra car journeys were made by people in the new developments driving rather than cycling and using public transport. The effect is obvious: gridlock. Companies will not move to or stay in a city where people cannot move around easily. And this is why cycling is so important to high-tech Cambridge: it lets the city function.

Cycling isn't some namby-pamby form of hippy transport. It's absolutely key to the ability of Cambridge to work. All groups of people, whether they be wealth creators in suits, people undertaking high-tech research, or those on the minimum wage who form the bedrock of our employment centres, can be found cycling to work. And they do this because it is efficient.

Cambridge depends on high rates of cycling, and as more people come to live here, cycling has to get much better if our high-tech economy is to survive.

The County Council must continue to invest in cycling

The County Council must therefore radically improve cycling and put money into this. If it does not, Cambridge's economy will decline as tens of thousands of new houses result in gridlock.

This means making more space for cycling on our streets, and adding new cycle routes, so that those moving to the city can feel confident that cycling is both a safe and the fastest way around for them.

And there is money available. Government funds are available for this, through the Local Sustainable Transport Fund. Cambridgeshire County Council has an excellent record of getting a lion's share of (still relatively small amounts of) central government money for cycling. And Section 106 funds are already allocated for cycling transport improvement schemes.

The growth of Cambridge means that the County Council must increase, not reduce, its investment in cycling. Doing so is far cheaper than other forms of transport investment.

Cycling is the cheapest way to increase capacity of the network

In stringent economic times, cycling is the obvious investment as it is the cheapest way of increasing the capacity of the street and road network. It is incredibly efficient in terms of space for the numbers of people that can be accommodated.

The Department for Transport's own model (WebTAG) for economic appraisal of cycling schemes gives a very high rate of return in transport terms: a benefit:cost ratio of 3:1. Work by Sustrans gives even higher benefit ratios, up to 33:1 in some cases. See: www.camcycle.org.uk/jumpto/costbenefit

In other words, you can achieve a lot more by putting small amounts of money into cycling than by spending much larger amounts on anything else.

Building new roads is expensive. The Addenbrooke's Access Road cost £25m, much more than has been spent on cycling across all of Cambridge for all of five years. The A14 upgrade was projected to cost £1.3 billion, which is unaffordable in today's economy.

Four clear economic wins

Cycling means economic wins for business, public finances, the individual and the community:

Business: investing in more efficient staff works

- Cycling, and walking, have predictable trip times so better punctuality for such staff.
- Healthy cycling employees take less time off sick.
- Employees arriving by bike are fresh and alert.
- Land for parking space is a huge business cost; cycle parking is far cheaper than car parking.
- Gross Cycling Product worth £2.9 billion to UK economy (LSE report, August 2011).
- Regular cyclists are more likely to use local shops and businesses, rather than drive to Lakeside, Bluewater or Milton Keynes.

Public finances: investment in good cycling infrastructure pays back quickly

- Reduces the load on adult care as older people remain fitter for longer.
- Attacks the 'ticking time-bomb' of obesogenic diseases, reducing the costs to the NHS.
- Cycle routes free up space on the road for those who really need to use a car (since people DO switch modes).
- It is cheap to maintain. A person on a bike would need to do 10,000 trips before they damaged a road as much as a single car weighing ten times as much.
- A well-constructed cycle route should never need resurfacing, although a regular sweep, and salting on freezing days, helps.
- In a 2004 TfL study of extra cycle parking at Surbiton station, one in ten of new cyclists had previously driven – a clear case of more transport capacity.

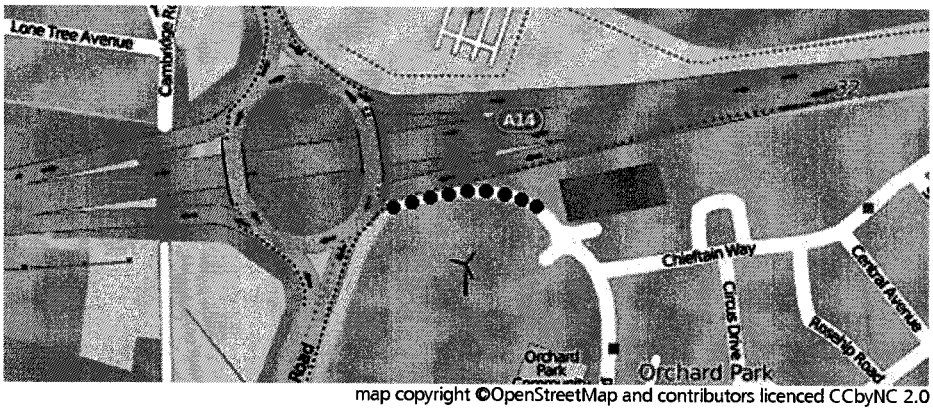
Individual: lower health costs and time savings

- NHS/adult care savings (see above).
- Programming regular exercise into our daily routine keeps us fit and active.
- Regular cyclists live longer. Twenty minutes of daily exercise is easy to fit in with short journeys by bike or on foot.
- Using the car or bus can just create the sort of stress we all need to avoid.
- Trips of under a couple of miles will be quickest by bike, even for the relatively unfit.
- Journey times by bike are more predictable.
- When using a car, even the 'marginal' cost is very high for the first couple of miles or until the engine reaches an optimum operating temperature.

Community: lower externality costs

- Reduced accidents.
- Less noise.
- Lower pollution levels.
- Better quality of life and therefore more attractive cities. Cycle-friendly cities are less polluted, less noisy: compare Cambridge and Luton.
- A new safer route to school may enable more to cycle to school. Most of the benefits may go to the many drivers on the less congested road.
- Those who cycle regularly are more likely to support local shops, and cyclists spend more per visit, ensuring their continued existence much to the benefit of those within the community who are less mobile.

Ring Fort Path for Orchard Park proposed to Cambridgeshire Cabinet



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The proposed route (dotted line).

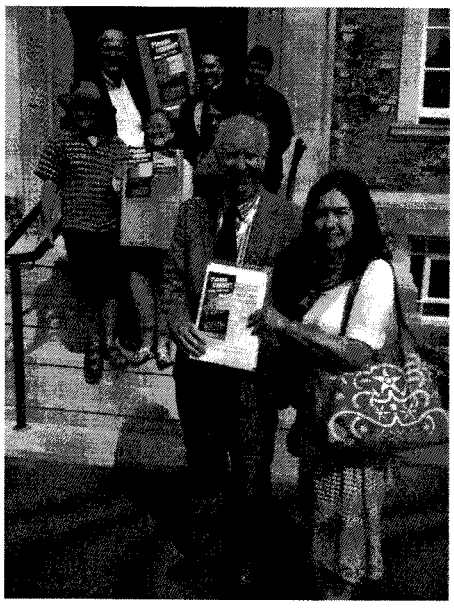
The current path from the Orchard Park playing fields up the embankment to the roundabout at the A14 interchange at Histon is steep and slippery. People have to climb two fences before they get to the mud path and then climb over the crash barriers before reaching traffic lights with no pedestrian phase, to cross the A14 slip roads. People use it, because it avoids a ten-minute walk.

The Campaign was expecting that Section 106 developer funds from the Orchard Park development would be used to upgrade the traffic lights on four sides of the A14 interchange to toucan crossings for the north-south axis. According to Council officers, these traffic lights have come to the end of their lives anyway, and a complete replacement and new wiring are required, which is expected to cost in excess of £400,000, though we would normally expect that replacing old traffic signals would be financed out of the County's budget 'maintenance block' and not from S106 funds. In any case, building what we call Ring Fort Path as a shared-use path would provide a direct access to the new crossings, one which people with wheelchairs, pushchairs and bicycles would be able to use.

Cambridge Cycling Campaign's Orchard Park subgroup campaigned for Ring Fort Path to be built and presented a petition to Cambridgeshire Cabinet on 6 September 2011. Councillor Ian Bates was familiar with the petition and had visited the site. To Campaign members' surprise, no questions about the scheme were asked by the officers and Councillors present at the meeting. Cabinet will respond to the petition in October 2011.

The recent withdrawal of public transport from penetrating Orchard Park as originally intended has left the development car-dominated. Ring Fort Path could help residents of western Orchard Park avoid driving south towards Cambridge City when they want to travel north to places like the Firs House doctors' surgery, the Holiday Inn, Impington Village College, the Sports Centre, pubs, churches, Histon FC, Histon & Impington Recreation Ground and other destinations, and it would encourage them to walk or cycle more often.

As a better route between Arbury Road and Histon and integrating with the Northern Area Corridor Transport Plan, this proposal has also received 400 signatures and cross-party support from councillors in Arbury, Kings Hedges, Histon and Impington.



Cllr Bates, Cabinet Member for Growth and Planning, receiving the 'Ring Fort Path' petition from lead petitioner Vanessa Kelly. Also in the picture Cllr Bygott (SCDC) and campaigners.

Ring Fort Path would reduce the distance from the Premier Inn Hotel mini-roundabout at Orchard Park to, for example, the many offices at Vision Park on Chivers Way in Histon to well below one mile. Cycling trips from Cambridge Road in Histon to, for example, the Beehive Centre in Cambridge would be reduced to just 18 minutes, a time difficult to achieve by car.

Where to cross the B1049

It is currently difficult for pedestrians and cyclists to cross the B1049 near Cambridge Road. Either a toucan crossing near The Coppice path should be built or a phase for cyclists and pedestrians crossing the B1049 should be added to the existing lights at the T-junction with Cambridge Road in Histon.

St Laurence is a Roman Catholic primary school on Arbury Road with a Sustrans Bike It scheme. The school expects its already improved levels of cycling to increase further, if Ring Fort Path gets built.

Building a ramp up the embankment for the proposed Ring Fort Path, close to the playing fields and BMX park, would also increase the natural surveillance of a currently hidden area of Orchard Park that is suffering costly acts of vandalism.

Funding

To date Orchard Park has generated some £7 million for transport, linked to schemes in the Northern Area Corridor Transport Plan. A new planning permission (in June 2011) has generated approx. £100,000 more, and it is likely that applications will be submitted by the 'Master Developer' Gallagher Estates for additional dwellings on the Kings Hedges Road / Histon Road site frontage and around the retail centre site, which will generate several hundred thousand pounds more.

The proposed Ring Fort Path could complete the upgrade to the A14 interchange crossing with infrastructure relevant to the people of Orchard Park, creating greater permeability for walking and cycling. Now we have to ensure that some of the developer funds generated by Orchard Park will be spent on infrastructure for cycling which, unlike the bus route, is not likely to be taken away once it is in place.

Klaas Brümann

Opening of St Ivo's Way

The controversial Busway between Trumpington and St. Ives opened on Sunday 7 August 2011. Cambridge Cycling Campaign welcomes the opening of a really good cycleway connecting Cambridge with St. Ives and many villages and as a safe route into the city's green hinterland. Events Officer Simon Nuttall organised a ride on the opening day, starting at 10.30am by heading south from Cambridge railway station south past the Addenbrooke's site to the Trumpington Park & Ride. The southern section is a quick and uninterrupted ride, passing underneath Hills Road Bridge, Long Road and Trumpington Road.

The Cambridge News published a couple of pictures of the Campaign ride on that section. The group of about 60 riders returned to the train station and then zigzagged as close to the proposed Chisholm Trail as currently possible. Comparing the indirect route through the streets of Cambridge with the southern section of the 'Cyclebahn', it is obvious how much faster and safer cycling from the railway station to Chesterton and the Science Park could be if the Chisholm Trail were to be built.

At the guided bus stop at the Cambridge Science Park on Milton Road the Mayor of Cambridge, Cllr Nimmo-Smith, and a few other riders joined the group. After a 'pit-stop' for delicious samosas near the old railway station at Impington at noon, the ride continued in perfect weather up to the Guided Bus stop at Swavesey, directly on the Prime Meridian, which we reached at 12.30pm. A number of faster riders had reached a nearby pub while others had a picnic in the grass and under the sun. The section between Swavesey and St. Ives has not officially been opened and engineering work is currently raising it to reduce the number of days it will be flooded. Of course building vital infrastructure for people to reach jobs and shops in a way that will render it useless for several days or weeks in most winters is one of the many oddities of this £180 million project.

Simon Nuttall and the Mayor of Cambridge, Cllr Nimmo-Smith.

Built by chance

To turn St Ivo's Way into an exemplar 'Cyclebahn' will require some improvements. The track lacks line markings at the edges and it has a number of low bollards (apparently horse friendly) with no reflectors which present a hazard to cyclists riding in groups and/or in the dark. At the junctions with Long Road (near Long Road Sixth Form College), Milton Road and at Over there is room for improvement, as cyclists currently have to do counter-intuitive detours to join or leave the track. The section between the railway station and Trumpington is entirely urban and should have potential for nocturnal cycling (from late trains, visitors to city centre and pubs or Addenbrookes night shift) but has no street lighting, though it comes with 'cyclists dismount' signs at crossings.

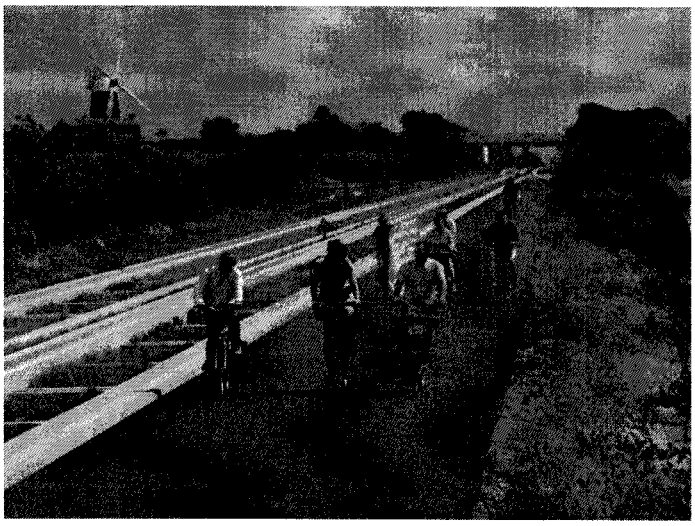
Conclusions

St Ivo's Way is a great addition for cyclists of all abilities in and around Cambridge. It is symptomatic of the whole project that what is arguably one of the best pieces of cycling infrastructure in the United Kingdom was obviously not planned as a cycleway.

Klaas Brümann

Note:

In a non-representative online poll at tinyurl.com/nameCycleway 'St Ivo's Way' had received 11 votes by the time the Newsletter went to press. If you want to vote for one of the names click on the accordion to display all options; those with votes are St Ivo's Way, NCR 51, Cyclebahn and Something else.



The opening ride.

Will it flood?

There has been much discussion of the probability of the new cycle route alongside the Busway flooding between Swavesey and St. Ives, specifically at the 'Dutch culvert' described in the last Newsletter, which is meant to reduce the likelihood and impact of any flooding.

Many of the sections that flooded last year will be raised significantly as part of the works that will also result in this section receiving 'blacktop', but there is still that one outstanding issue.

We've tried to get definite answers about the Dutch culvert from both the County Council and the Environment Agency. This is an impossible task, not because of the nature of these public bodies, but more probably because of the nature of nature. The only answer we've had seemed extremely pessimistic, perhaps on the 'precautionary' principle.

After arriving in Cambridge some 25 years ago I spent ten years working on computing, instrumentation and statistics for a now long-closed Ministry of Agriculture unit looking at drainage and small-catchment hydrology. So I know that once in fifty year floods can occur in successive years, and that changing climate and catchment changes, such as housing development, can play hell with the best predictions.

I've asked some questions, and not got straight answers, but here is my interpretation with some very limited data.

If the Great Ouse overtops the banks in this area because of really heavy rainfall then the route will flood, but so may the Busway and many houses, including ones in Cambridge (it isn't on the Ouse but the Cam is part of the system). The normal flow for the Ouse in this area is around $25m^3/s$. Peak storm rates have reached over six times this figure, and that would be enough to flood the whole of 'The Lakes' RSPB reserve area to about a metre in few hours!

Allowing this area to flood is what flood plains should be for, rather than housing! You could predict that the route would flood because parts of Bedford would be flooded and I'm told it takes over a day for the peak water flow to then reach St. Ives. Such a flood would obstruct the route, and even when the main river drops it could take days for excess water to drain away.

A local storm is apparently a more likely cause of flooding where the Dutch culvert is. The area behind the main river defences is divided into 'cells'. A major storm over the A14 in the same cell could dump over 50mm of rain. That water has to reach the Ouse, preferably without flooding properties in Fen Drayton or Fenstanton. The Busway embankment may prove a barrier to the floodwater, or there may be flooding because of inadequate pipe capacity below the Dutch culvert.

I've seen an appalling design, funded by a First World government, for a main road in Tanzania, which was built on an embankment across the flood plain of a valley at three locations. These acted as dams in the first major flood, and three expensive bridges (still not replaced some ten years later) were washed away due to the hydraulic gradient undermining their foundations. This design is not that bad, but I still don't understand the reason for it. The capacity of the box culverts beneath the Busway must be greater, and the maintenance track would not significantly reduce the storage capacity for storm water if raised to the level of the bus route.

I've put it in print. I don't understand the design but I don't think the cycleway will be closed for 20 or so days each year. You can cycle through water without too much difficulty as long as the water doesn't reach your pedals. Of course it might happen this winter. If it does, AND then it floods the following year, members can search me out and dunk me in the water!

Jim Chisholm

CB1: car storage and cycle parking?

The detailed planning application for a further stage (Blue) of the CB1 development at the railway station has recently been submitted.

Yet again this is a plan that totally fails to meet the Local Plan requirements for cycle parking, and shows a lack of understanding by the designers of cycle and car use within Cambridge. Of course the submission does not talk about 'Car Storage and Cycle Parking' but lists 'Cycle Storage and Car Parking'.

In a dense development of this nature which is so close to both the railway station and the city centre it is likely that few will be daily car commuters, or spend their lives on the 'school run'. It is more likely that cars will be stored for that weekend trip, with walking, bike or train being used for work or leisure trips, often just within Cambridge, and hence bike parking needs to be quick and convenient. Some people are even likely to use a bike trailer to get young children to nursery or school. So people may store their car and not use it for a week, but use a bike several times each day.

What is wrong? Everything...

- The racks are too close together so it won't be possible to use all of them.
- The cycle parking is not easily accessible from the dwellings, nor can the adjacent cycle network be easily reached.
- The current design does not restrict the cycle parking area to residents.
- The illustrated cycle racking fails to meet basic standards as it isn't possible to 'U' lock the bike frame to the rack.
- The two points above mean any bike stolen from this huge area is unlikely to be covered by insurance.
- It is unclear whether the required number of racks can be created if the spacing is increased to meet the standards.

My major concern is that the access for the cycle parking is totally impractical.

The vast majority of cycle parking is in a basement area 4 metres below ground level (that is the same as the height of the gutters on my two-storey house). Not only that but there is just one single steep, 'one in three' ramp for all the blocks in this complex. As a 'modification' there is a wheeling slope on each side of the stairs and there are 'resting' places. If you are wheeling a bike with a toddler in a child seat you'll really need these. I'm not sure how you are expected to cope with a trike, a child trailer, or one of the increasingly common cargo-type bikes, nor would I feel safe wheeling a bike loaded with shopping down such a steep slope. I don't understand what happens on such a long ramp when a 'left-hander' meets a 'right-hander' half way down. (The Navy has / had precise rules about who retreats and how far when two different ranks meet on steep and narrow stairs.) The Illustration in the planning documents is, I'm told, of a far shorter and far less steep ramp on a different development in Cambridge.

As if this string of woes wasn't enough, because the blocks are spread over some 200 metres with a single entrance you may travel nearly 500 metres getting your bike, and just get back to your front door.

These aren't the only problems. One block separate from the others has no residents' cycle parking. It is difficult to see where visitors are expected to park their cycles. Although there is some very limited residents' cycle parking at ground level, to be of any practical use this would need to be strictly reserved for those with specific needs.

You would think, that with two excellent guides to cycle parking and access produced here in Cambridge, at least some of the suggested measures would have been incorporated. I can only assume that the persons concerned with this design have neither seen nor read either of these guides.

Jim Chisholm

STOP PRESS: The development was approved with some last-minute improvements but is still unsatisfactory. See our website and the next issue of the Newsletter for an update.

Longer lorries a danger for all

Back in March 2011, the Department for Transport started consultations on proposals to allow longer trailers for articulated vehicles. This seemed to be 'low key' and many were unaware that it was happening.

Some may know that in a previous existence whilst working at the then TRRL (Transport and Road Research Laboratory) I developed a computer model to predict the space required by such large vehicles. More recently, I was asked by cycling interests, at somewhat short notice, to attend a meeting with DfT along with representatives from LCC (London Cycling Campaign), CTC (not now an acronym for Cyclists Touring Club) and BMF (British Motorcycle Federation). I was very concerned that DfT had no one with technical expertise at that meeting, and that they failed to understand some technical issues.

Following that meeting, with the help of others, I prepared a press release for the campaign:

> Cambridge Cycling Campaign has very serious concerns about Government proposals to permit longer articulated vehicles on all our roads.
>
> Such vehicles are not only a danger to those on bicycles, but to car drivers, pedestrians on footways, and even innocent street furniture!
>
> Currently articulated trailers are restricted to 13.5 metres. The proposed new length would be just over 15.5 metres.

For technical reasons ALL the extra length will be to the rear of the 'effective position' rear axle. This causes much extra 'tail swing', which was what killed a pedestrian on a footway in Cambridge in 2007. Tail-swing (I used to call it 'kick-out'!) is where the rear end of the vehicle moves in the opposite direction to the turn. Think of it as turning while carrying a long plank over your shoulder. Even cars in adjacent traffic lanes could be vulnerable to such turning, as the HGV driver cannot see them, and car drivers do not expect such 'kick-out'.

There are EU tests for manoeuvrability, based on legislation passed in Germany and Italy some thirty years ago, but this is really only of relevance for trunk road junctions and does not model the effects of long vehicles making sharp turns on our congested urban networks.

The consultation has closed but the Campaign has had exchanges with the Cambridge MP Julian Huppert, and I've corresponded with my MP Andrew Lansley (South Cambridgeshire).

I've worked with both CTC and LCC, and with 'Freight on Rail' (part of the Campaign for Better Transport) to expand on some issues. Local Transport Today had some quotes, and LCC used parts of my letter to Andrew Lansley as a 'News' item (see: lcc.org.uk/articles/cambridgeshire-traffic-enginner-warns-of-dangers-of-longer-lorries-to-cyclists-and-pedestrians).

We know the information we produced has been seen widely.

The chair of the London Councils' Transport and Environment Committee has written to DfT expressing concern that the effects of such vehicles have not been fully costed.

I've recently attended another meeting with campaign groups, and it seems that an announcement may be made by DfT at about the time this Newsletter goes to print.

Even significant parts of the road haulage industry are against such changes. Smaller firms with fewer vehicles would find it costly and inappropriate to use longer trailers for all trips, with only the large firms gaining economically.

The only hopeful sign is that this may be a trial of a limited number of vehicles, as has occurred in Germany and Northern Ireland. It also may be that campaigning groups will have a further opportunity to lobby against such changes if they are proposed as a permanent measure.

Jim Chisholm

Mind the gap

Traffic engineers used to think that the easiest way to slow down motor traffic was to introduce physical measures such as narrow gaps or speed humps, and I was brought up in an environment of such engineers. Narrowings may slow down motor vehicles especially if designed to make traffic in one direction 'Give Way', but they can be extremely hostile for those on cycles.

Now in more stringent and enlightened times, such expensive physical measures are normally avoided, with 20mph areas and gateway features without significant narrowing being preferred. We also have slowly changing attitudes with many, especially local residents, realising the huge benefits of slowing traffic without the use of physical measures.

Hence it was a surprise to see an 'Environmental Improvement' programme proposing road narrowings on Grantchester Road, Newnham. It was even more of a surprise as this was proposed a year ago, and following objections we thought the scheme had been dropped.

So why are such schemes so opposed by groups such as ourselves?

The Highway Code says (Rule 163): 'Give vulnerable road users as much space as you would a car'. Unfortunately most drivers fail to follow this rule or 'race' to the gap, frequently misjudging speeds. This results in cycles being passed at very close distance or the rider having to stop suddenly or take other avoiding action. A small minority of drivers seem to believe that the larger vehicle has precedence, regardless of any posted priority, and will proceed, deliberately forcing the vulnerable user to stop.

Experienced users survive, but this may be different for new or inexperienced cyclists, the very ones whom we wish to encourage to cycle for the benefit of their health and pocket, and the benefit of all in and around Cambridge. We clearly hope they survive, but they may be so frightened by the intimidation, intended or not, that they may give up cycling completely.

Of course I shouldn't need to say this to professionals in this field as it is well explained in Government Guidance. Both Cycling England (RIP) and DfT, in Local Transport Note 208, state that such gaps are to be avoided. Where cycles form such a significant proportion of traffic, as in the Cambridge area, it should be clear that no such gaps should be constructed, and we'd hope that over time existing ones would be removed.

What is proposed in Newnham?

Grantchester Road currently has a 60mph limit, which reduces to 30mph near the Rugby Club as one comes into Newnham. The scheme proposes a small extension to the 30mph limit to include a two-way narrowing of 3.0 metres, with a 1.5m cycle bypass just south of the access road to the Rugby Club for inbound (northbound) cycles. A 140m stretch of 40mph is also proposed immediately to the south. Cyclists going towards Grantchester will have to use the 3m-wide carriageway. Problems would arise when a motorist who had been rushing towards Newnham at 60mph tries to get through the gap at the same time, or when a driver also heading south is impatient and tries to overtake the cyclist who is legitimately using the carriageway. A huge amount of expensive street clutter, lighting and signing is also proposed.

Looking northwards from the turning into the Rugby Club where traffic calming measures are proposed.

A solution?

We've previously suggested a mini-roundabout at the entrance to the rugby ground, and that the whole length of this minor road from Grantchester should be subject to a 40mph limit, as has been done between Grantchester and Trumpington. In addition, the whole area of Newnham south of Barton Road would clearly benefit from a 20mph limit.

We need to encourage more cycling from villages into Cambridge. Although cycling is permitted on the path through Grantchester Meadows, it does not make a good commuting route. I'm sure that many who use this as a leisure walking path would prefer to see Grantchester Road made more pleasant for cycling. The proposed scheme fails on this account, and many others.

The proposed scheme is worse than nothing. I'm sure far better ways could be found to spend the funds.

Jim Chisholm

Low-impact cycling

Cycling has so many benefits. It's fun, healthy and relatively cheap, with few congestion and parking problems. Many of us would add: lower carbon emissions than other forms of transport (except walking). It produces about ten times less carbon than car travel, taking into account the emissions in each vehicle's manufacture.

But the details are fraught: should we include the carbon cost of extra food to fuel our cycling, when for most of us fat-burning is a benefit? There's even a credible argument that the environmental cost of the extra longevity of cyclists outweighs climate-friendly benefits! See: 'The Environmental Paradox of Cycling' www.camcycle.org.uk/jumpto/nl98paradox . But most of us value long healthy lives, and don't advocate shortening life for environmental benefit!

Transport accounts for a quarter of UK carbon emissions, with the rest of our personal footprints coming from home energy, food and other consumption. Cambridge Carbon Footprint helps people work together creatively to reduce their CO_2 emissions. If you're interested, do join one of our acclaimed Carbon Conversations groups: six sessions in a supportive group to learn more and start your lower-carbon life. See: www.camcycle.org.uk/jumpto/nl98ccf

Tom Bragg

Got a problem? Report it!

There are now a number of websites enabling you to report problems of various kinds. Here's a quick run down, so you know what to report where.

CycleStreets Photomap

www.cyclestreets.net/photomap (plus iPhone/Android/mobile-web apps), from CycleStreets

The Photomap lets you view and add cycling-related photos in your area and beyond. By categorising these photos, galleries showing a range of good and poor practice are created, which can be useful in influencing decision-makers. It provides a good way to log problems and provides a link for each photo. Our new Toolkit project, which we reported on in Newsletter 96, will develop this concept much further, by integrating the Photomap facilities with our campaigning and that of other groups around the country.

CyclingSorted

www.cyclingsorted.org, from Cambridgeshire County Council

The easy way to improve cycling in Cambridge. Cycling Sorted is a project run by the Cycle Cambridge team to find out where you would like improvements to cycling facilities in Cambridge and the surrounding villages. Using the 'suggest location' pages, you can pinpoint the location on the map, provide a brief description and upload a photo if you have one. Items in the CycleStreets Photomap will also be added to Cycling Sorted automatically.

FillThatHole

www.fillthathole.org.uk (plus iPhone app), from CTC

Potholes can be more than a nuisance. They can be a danger to cyclists and others. In the UK, there's an average of one road defect for every 110 metres of road. Local councils have a duty to maintain the roads, but they can only fill a pothole if they know about it. FillThatHole is the easy way to report potholes and road defects. It contacts the right people to get the roads repaired. Councils are generally quick to respond.

Stop SMIDSY

www.stop-smidsy.org.uk, from CTC

Bad driving intimidates and harms innocent people. Cyclists and pedestrians are particularly endangered by negligent or aggressive driving because we're not encased in a tonne or so of metal every time we set out on the roads. Most of us have experienced bad driving. By creating a place to collect and share these stories, we will build the political will to change how society deals with bad driving.

FixMyTransport

www.fixmytransport.com (plus mobile website at the same address), from MySociety

A site specially built for public transport users in Britain who want to make public transport better for us all. It gives you the tools to report your public transport problems to the correct operator or authority. All reports and responses are posted online so that other people can support, respond and give advice. The Campaign is using this to campaign on the cycle parking situation at the station.

FixMyStreet

www.fixmystreet.com (plus iPhone app), from MySociety

This is a site for reporting, viewing, or discussing local problems, like graffiti, fly tipping, broken paving slabs, or street lighting. It's not about trying to get new infrastructure built, but instead is about reporting existing maintenance problems.

Martin Lucas-Smith

FOR SALE

Recumbent Bike: Batavus 'Relaxx'

Bought for a long, windy commute and to be nicer to a computer programmer's neck, but no longer needed.

7 speed Shimano Nexus hub gear. Hub brakes.

Good fun, strangers will talk to you and children will wave.

See: wookware.org/pics/forsale/batavus/ for more details and photos.

Offers around 350 GBP

Contact: tel. 01223 858102, house@wookware.org

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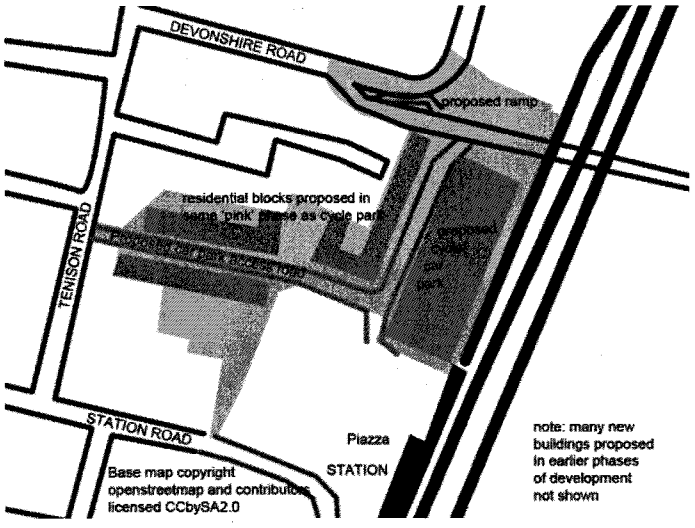
Station cycle park timetable

As most of you will know, the redevelopment of the station area ('CB1') includes a cycle park in the same building as the multi-storey car park, to go alongside platform 6 in what is currently the main surface car park. The intention was originally for this to be funded out of the development. However, the original developers, Ashwell, went bust and resurrected themselves as Brookgate, and this funding was in doubt. It has been unclear to us for a while what the status of the cycle park actually is.


DEVONSHIRE ROAD
proposed ramp
residential blocks proposed in same 'pink' phase as cycle park
TENISON ROAD
STATION ROAD
Piazza
STATION
note: many new buildings proposed in earlier phases of development not shown
Base map copyright openstreetmap and contributors licensed CCbySA2.0

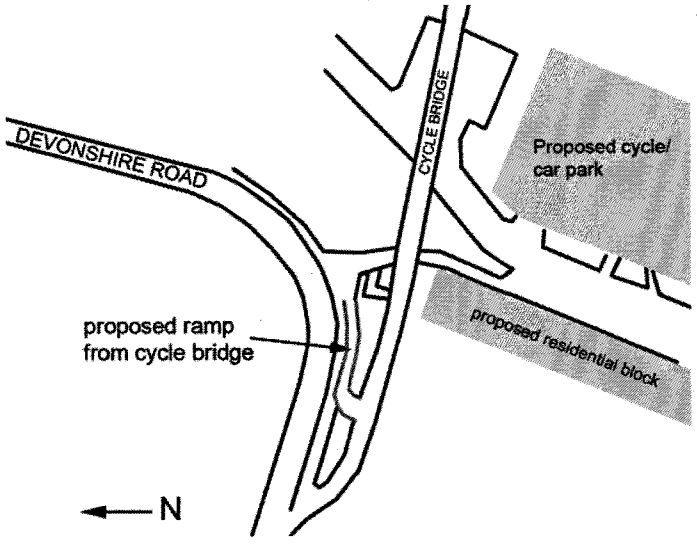
A Freedom of Information Act request, the result of which was kindly forwarded to us, clarifies the situation. Though it is still a long way off, this so-called Section 106 agreement from April 2010 (that is the agreement the developer enters into to pay for or provide public infrastructure) makes it clear that the cycle park is still a key part of the development and that the private development at the northern end of the site cannot proceed without it. The development is also contingent on providing better access off the cycle bridge into the station.

Apart from the time scale, this is largely excellent news. Quite why everyone seems to have been prevaricating over its status is a mystery when it is set out so clearly in this document.[1]

- The cycle park will actually be built by Network Rail and provide ('circa') 2,812 cycle parking spaces. There also has to be a long-term plan for management and ownership.
- It will be paid for by the developers of the 'Pink Phase' of the building development. The Pink Phase is all the land to the north of the current police station and hotel (which also includes a new road from Tenison Road to take cars going to the car park off Station Road).
- Building the cycle park must be started by April 2016 and completed by April 2020.
- Building work is not allowed to begin on several of the residential blocks until the money for the cycle park has been paid to Network Rail and planning consent is in place.
- There must be no reduction in the number of existing cycle spaces (but they can be relocated) until the new cycle park is operational. So we should not lose the cycle parking from the station altogether just because they are in the middle of construction.
- Numerous buildings can't be occupied until the cycle park is operational.
- The actual amount of money involved isn't stated because it is the subject of agreement between the developers and Network Rail, not a direct contribution to the County Council. It's up to National Rail to price it ('reasonably').

In other words, they can't start building the private development before the cycle park and they can't finish before finishing the cycle park.

A new ramp off the cycle bridge is also provided for, in a more straightforward agreement between the developers, the County Council and Network Rail,[2] but again starting construction and building occupation is dependent on the ramp being started and completed. The ramp isn't ideal - it should run south off the bridge. It will loop around and under, just north of the bridge. But it will remove the need to make two right turns onto and off Devonshire Road to get into the station.



Despite an agreement, there is still scope for things to go wrong, of course. If the company went into liquidation again, they could start from scratch and renegotiate pleading poverty. And it is not unknown for Section 106 provisions to just be ignored and not enforced. The planning application or approval might not live up to expectations. Nevertheless, it seems that by 2020 we might actually have enough cycle parking at the station at long last.

In the meantime

Nine years is a long, long time to wait given the desperate overcrowding that has existed for years.

There is some good news on the horizon, however. When the bus stops move around the corner onto the new road in a few weeks time, the concrete area where the buses stop now will be vacant. The plan is to put quite a few new racks here.

However, this is still just sticking plaster on an open sore. Therefore we have taken advantage of the new fixmytransport web site (see page 11) to start an online campaign to try to bring things forward or get more spaces in the shorter term. Do add your name as a supporter, at www.camcycle.org.uk/jumpto/nl98station

David Earl

[1] schedule 13, parts 9 and 10 and schedule 12 part 2.

[2] schedule 13 part 8 and schedule 14 section 46ff.

Some changes to our Committee structure

Some Committee members. From left to right: Robin Heydon, Monica Frisch, Bev Nicolson, Chris Dorling and Martin Lucas-Smith.

This year's AGM (see page 3) will see some changes to the posts available on the Committee, i.e. the Trustees of the Charity. Please do consider standing at the AGM!

Chair and Co-ordinator

At present the 'lead' position on the Committee is a large one that consists of both driving the Campaign's strategy, as well as co-ordinating all the parts of the organisation to make sure things get done.

As the Campaign has grown, and as calls on our time have increased, the post has arguably become too large for a single individual to carry out as effectively as we would like. We have therefore decided that having such a large post is not in the Campaign's long-term interests and creates the danger of our being unable to fill this at each AGM.

We are therefore splitting it into two posts:

- Chair – the 'figurehead' of the Campaign, whose role is to drive forward our strategy, both in terms of campaigning and our structures. Working with the rest of the Committee, the Chair will make sure that the Campaign puts forward the best possible approach for improving cycling in Cambridge and ensure that we have the organisational capability to deliver this.
- Co-ordinator – we've decided to stick with the name 'Co-ordinator' even though the role is different to the current one – a pro-active person who ensures that everything gets done on time. For instance, if a key planning application comes up that presents dangers for cyclists, the Co-ordinator will alert people to it, ensure that someone is willing to take the lead on it, get the right people involved, help facilitate the group working on it, ensure that our response is delivered in good time to the authorities, and ensure that press and other campaigning activity supports this work. This position will be helped considerably by the new campaigning toolkit which CycleStreets is working on.

Planning Co-ordinator

The Campaign is currently overloaded with looking at and responding to planning applications. Large developments are continually coming forward with inadequate cycle parking and with road layouts that marginalise rather than promote Dutch levels of cycling.

It is essential that we keep on top of these and, moreover, actively discuss our desires with developers.

Therefore we have created a new Committee post specifically to co-ordinate our activities on planning applications. We can give training to a suitable person for this important role.

Web and New Media Officer

The first ten years of the Campaign saw us leading the pack when it came to our web presence. Our website now has thousands of pages and a wealth of new material.

But things have moved on with the web. It is important that our website and 'new media presence' reflects the large amount of activity we undertake and presents a positive image of cycling that will project our messages. We also want to ensure that it is as easy as possible for the Committee to get material online.

We're therefore seeking a talented member who can drive forward and implement our website strategy and ensure that related new media (Facebook and Twitter) are a part of this. This person will ideally have experience with website development so that they can undertake a significant amount of this work directly, and build a team of helpers.

Events (Rides/Stall) Officer

We'd like to reinvigorate our efforts to run a stall, as a means of attracting new members.

Much of our campaigning could be enhanced by having an on-street stall at the location concerned for a few hours. For instance, a stall near the railway station would draw attention to our efforts to press the railway companies to improve cycle parking there, would encourage people to sign up to these activities, and possibly also to join as members.

If you'd be interested to help organise our stall, and ideally some rides as well, do consider standing for this post.

Other posts

The other posts on the Committee remain, namely:

- Treasurer
- Membership Secretary
- Liaison Officer
- Newsletter Editor
- Recruitment Officer
- Press Officer
- Up to four General Campaigner posts.

Martin Lucas-Smith

FOR SALE

U+2 double trailerbike, £250

Perfect for the school run or for weekend rides with 2 children aged 4-8. Has a large luggage box for school bags or picnics. 2 towing brackets to allow either parent to tow. Great fun and a great way to introduce children safely to longer rides.

Photos available. at:

www.flickr.com/photos/amassie/6045801182/

Contact: tel. 07858 745423, alasdair_massie@LineOne.net

Cambridge Cycling ~~Campaign~~ City

Does the word 'campaign' in our organisation's name work in our favour? For some people it has the wrong connotations and has put them off becoming members. For those not familiar with our work, it gives an impression that we're working against rather than with other organisations to improve the quality of life in the city.

I'm suggesting we adopt the name, 'Cambridge Cycling City', which I think has a positive, inclusive and visionary feel. In my opinion it reflects the aspirations that we have for getting more people cycling more often. Each time you say or hear 'Cambridge Cycling City', I think it reaffirms the notion and plants the idea in people's minds that this is a place where lots of cycling is expected and should be supported.

In the city, the campaign has a strong identity, and so a change of name could be unsettling and bring uncertainties. It could lose existing members who want the campaign to take a firmer line on a range of issues. On the other hand, a new outlook associated with a new name could broaden the membership and bring in new ideas that could make our campaigning work more effective. I will introduce a discussion on this topic at the monthly meeting on Tuesday 4 October 2011. I would be interested to receive views on this issue: please send them to contact@camcycle.org.uk or the other methods of contacting us listed on the inside front cover of the newsletter.

Simon Nuttall

Let's not be bland

I disagree with Simon's wish to change the name of the Cambridge Cycling Campaign, and also the name he wants to use. I think it is a distraction, and one that we have discussed and dismissed before.

We have spent a lot of time and effort getting ourselves known and I think we have succeeded in that. Changing our name would undermine a lot of that effort and set us back many years. That's not to say we shouldn't do it if it has other benefits, but I don't think it has.

The word *Campaign* seems to be the problem. But I don't see it as a problem. Campaign implies challenging the status quo, and that is, I hope, what we do. Changing the name to something blander because it puts off people who do not want to challenge is either disingenuous (implying we do one thing while doing another), or worse, actually dumbing down. Challenge does not mean we cannot, should not or do not engage with decision makers - quite the opposite - or oppose for opposition's sake.

Of course, the word *Campaign* has its roots in military and electoral activity. But we aren't using it in either such sense, and people know that. We mean 'an organised attempt aiming at a definite result' (OED). Actually, we mean a collection of such activities about particular issues, as well as our more general, ongoing promotional and educational work.

And the name Simon is promoting, I think it doesn't represent us. We aren't a 'city', we are an organisation. It doesn't make sense. If we want to change name, personally I think there is only one sensible candidate, and that is 'Camcycle'.

I am now the only one of the four people who set up Cambridge Cycling Campaign still active in the organisation. We set it up to have an edge, to be challenging. I think we have lost a lot of that edge. I think to choose a blander name would be to lose even more of that edge, when what we should be doing is trying to regain some of it.

Yes, we know there are people who don't want to join us because of the name. But I am not convinced it is the name itself, but what it implies that is their problem. They don't want to engage in political activity with a small p and think that a meek approach will achieve things. I disagree. And there are also people we know who will not join us for quite the opposite reason: that we are not vocal enough, who think compromise should not be a word in our vocabulary, and think we should 'accept' almost nothing of what has been done for cyclists in Cambridge because it has flaws.

At a time when the County Council and central Government are focussing on the notion that economic growth is all that matters, we need the broader challenges too. That our communities don't have to revolve around the car because cars are seen as money-making, even though this ignores the huge economic costs that cars impose. That transport is a major factor in climate change and we need to address that. That development assumes people should conform to certain kinds of lifestyle.

To change our name would be to shoot ourselves in the foot, undermine our aims, make ourselves less visible, misrepresent us and replace people who are passionate in support of what we do with those who aren't.

I don't want us to be bland.

David Earl

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Campaign diary

October 2011		
Sun 2		**Cambridge to Norwich Bike Ride.** A great early autumn ride starting from Cambridge's Midsummer Common and heading east through a landscape of fenland and patchwork fields, finishing in the grounds of Norfolk and Norwich University Hospital, in aid of Norwich Cots for Tots. Route: 77 miles of gentle hills flattening out as it nears Norwich. See www.bike-events.com/Ride.aspx?id=309 for full details.
Tue 4	8.00pm	**Monthly General Meeting.** Friends' Meeting House, Jesus Lane (with tea and coffee from 7.30pm, and a chance to chat, and for us to introduce ourselves to new members). This month's meeting will have as its main topic a discussion on the branding and name of the campaign. Member Simon Nuttall will introduce the discussion.
Thu 6 (tbc)	5.30pm	**Newsletter meeting.** Grads Café, University Centre, Mill Lane.
Sat 22	10.00-4.00	**Basic Bike Maintenance Course** run by Outspoken. For more details and to book, please visit: www.outspokentraining.co.uk/bikemaintenance.html
Sun 23	10.00-4.00	**Advanced Bike Maintenance Course** run by Outspoken. For more details and to book, please visit: www.outspokentraining.co.uk/bikemaintenance.html
Sun 30		**Newsletter 99 deadline** Please send copy to Monica Frisch: mfrisch@phonecoop.coop . Members are warmly invited to write articles (style guidelines available) and are invited to contact the Editor in the first instance.
Sun 30		**British Summer Time ends.** Clocks should be put back at 1.00am - don't forget your bike lights!
November 2011		
Tue 1	8.00pm	**Annual General Meeting** - Friends' Meeting House, Jesus Lane (with tea and coffee from 7.30pm, and a chance to chat, and for us to introduce ourselves to new members). Our speaker will be Julian Huppert, MP for Cambridge (subject to Parliamentary business), who will speak on the subject of 'Cycling and transport in Parliament'..
Sat 19	10.00-4.00	**Basic Bike Maintenance Course** run by Outspoken (see 22 October for details).
Sun 20	10.00-4.00	**Advanced Bike Maintenance Course** run by Outspoken (see 23 October for details).
Thu 24	7.30pm	**Newsletter envelope stuffing** at Baby Milk Action offices, 34 Trumpington Street. Help very much welcomed.
December 2011		
Thu 1 (tbc)	5.30pm	**Newsletter meeting.** Grads Café, University Centre, Mill Lane.
Sat 3		**Campaign stall at Mill Road Winter Fair.** Come to the campaign's stall at the Winter Fair on Mill Road. If you can help run our stall please contact us.
Tue 6	8.00pm	**Monthly General Meeting** (see 4 October for details).
Mon 12 (tbc)	from 7.00pm	**Seasonal social.** Join us for a social gathering. Venue to be confirmed. Please contact us if you wish to come so that we can book the right number of places.

City and County Council committees

Campaign members may be interested to attend **Planning Committee and Area Committee** meetings, which often include cycling and walking issues. **Joint Development Control Committee** meetings, which determine Planning Applications relating to the major housing development proposals for the Cambridge sub-region, are also open to the public.

Cambridge Cycling Campaign studies and comments upon agendas and papers for **Cambridge Traffic Management Area Joint Committee** meetings, and these meetings are also open to the public. Details of venue and agenda are available about a week beforehand at www.cambridge.gov.uk/democracy/

OCTOBER 2011

Thu 6	10.30am	**Joint Development Control Committee**
Wed 12	10.00am	**Joint Development Control - Cambridge Fringes - Development Control Forum**
Tue 18	2.00pm	**Traffic Management Area Joint Committee**
Wed 19	9.30am	**Planning Committee**
Thu 27	7.00pm	**East Area Committee**

NOVEMBER 2011

Tue 1	10.30am	**Joint Development Control Committee**
Wed 2	7.00pm	**West/Central Area Committee**
Mon 7	7.30pm	**South Area Committee**
Wed 9	10.00am	**Joint Development Control - Cambridge Fringes - Development Control Forum**
Thu 24	6.30pm	**North Area Committee**

DECEMBER 2011

Thu 1	10.30am	**Joint Development Control Committee**

YOUR STREETS THIS MONTH

Bike rides for the over 50s

Cycle rides for the over 50s are now promoted by the Forever Active scheme.

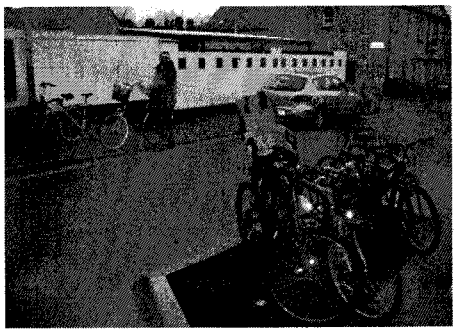
Forever Active is a voluntary, non-profit-making organisation which provides exercise / activity sessions for the over 50 age group within Cambridge City. They've been promoting activities since 2005, but at the prompting of Rob King of Outspoken Cycle Training they've added 'Cycling for Health'.

I shall be working with Outspoken to lead group rides of a few miles around the city and to various destinations aimed at gently encouraging exercise. There are lots of benefits associated with exercise, such as a improving your mood, sleeping better and reducing high blood pressure. Each session costs £3.50. Details at www.forever-active.org.uk or call Helen Robbins on 01223 457532, or myself using the contact details on the inside front cover of your Newsletter.

Simon Nuttall

Cycle rides

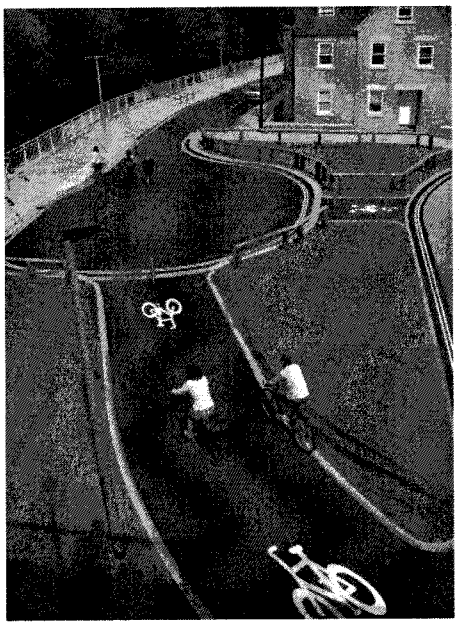
The Cambridge group of the CTC organise a full programme of rides including their popular Saturday morning introductory rides. These are shorter rides that are suitable for everyone and are a great introduction to the club for new riders. They will be held on the first and third Saturdays of each month continuing into the autumn. See the rides lists for details. There are other rides every Tuesday and Thursday and with two rides on Sundays. See site.ctc-cambridge.org.uk/search/label/ourridesprogramme for details with links to the lists of forthcoming rides.



THANK YOU

New cycle stands at Thoday St full to capacity and a great success.

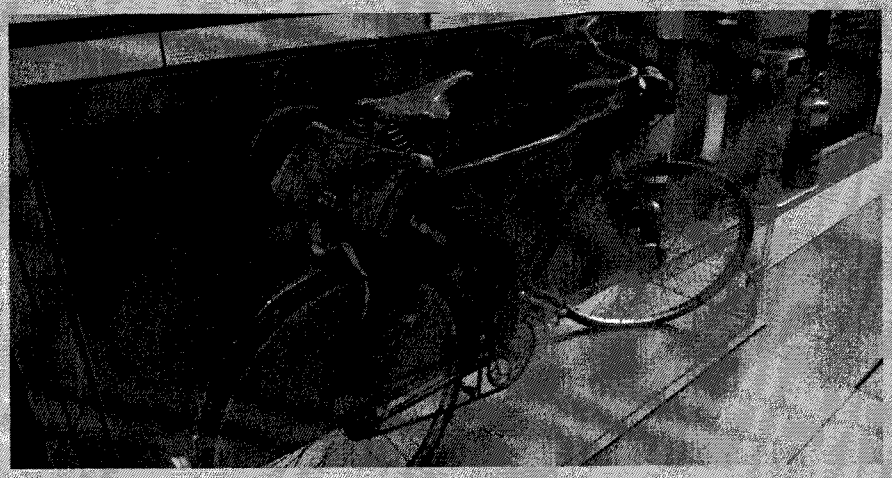
Upgraded cycle racks all the way along Burleigh Street / Fitzroy Street.



Changes to Riverside completed. However, there is considerable concern that the problem which this new arrangement addresses wonderfully - the blind corner that used to exist between Riverside and Abbey Road - has been replicated at Priory Road, where priority has been changed to turn the corner off Riverside.

Photomap this month: editor's pick

#21718: Old bicycle on display at the London Transport Museum. In Cambridge, bikes like this are still being ridden.



This month's pick from the CycleStreets photomap on our website. For more cycling-related photos of Cambridge and beyond, or to add your own, visit ***www.cyclestreets.net/photomap***